

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0004451, DeKalb County **OFFICE** Preconstruction
STP-0004-00(451)
Clifton Road Bridge Replacement **DATE** May 16, 2005
FROM *Cyber Jumbo* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
MBP **TO** SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

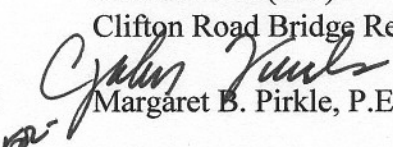
DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0004451, DeKalb County **OFFICE** Preconstruction
 STP-0004-00(451)
 Clifton Road Bridge Replacement **DATE** May 10, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project will replace the existing Clifton Road Bridge over the two CSX Railroad tracks and construct a replacement bridge that will be long enough to accommodate the existing tracks and one additional track. The proposed additional track will allow one of the rail lines to be used as a commuter rail line for the proposed Atlanta to Athens commuter line. The existing bridge, constructed in 1962, is 99' long and has a deck width of 60' which includes two lanes in each direction, a left turn lane into Haygood Road, and 5' sidewalks on each side. The bridge has a sufficiency rating of 62. The proposed project will create multi-modal opportunities that do not presently exist.

The construction proposes to construct a new bridge over the CSX Railroad and the realignment of Ashbury Circle, Haywood Drive and Michael Street. The bridge has a total width of 90'-5" with 5 - 11' lanes, 8' sidewalks and a 5' raised concrete median. The new bridge will accommodate a future third track and allow for the construction of a new 22' wide multi-use road that will parallel the rail line and pass under the proposed bridge. The multi-use roadway will eliminate the need for the Emory shuttle bus to negotiate the Clifton Road intersection and Ashbury Circle and Haygood Drive. As a consequence, the multi-use path for the shuttle, pedestrians and bicyclists will provide efficiency and safety at these two intersections. Traffic will be maintained during construction utilizing an on-site detour.

Environmental concerns include requiring an Environmental Assessment be prepared; a public information meeting will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$1,440,000	\$1,440,000	Q24	2007
Right-of-Way & Utilities*	Local	Local		

*DeKalb County signed LGPA for PE, right-of-way, and utilities.

David Studstill

Page 2

P.I. No. 0004451, DeKalb

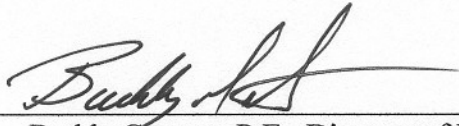
May 10, 2005

I recommend this project concept be approved.

MBP:JDQ/cj

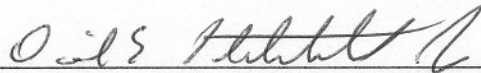
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

TP-0004-00(451), Dekalb County
Lifton Road Bridge Replacement
PROJECT NO. 0004451

OFFICE: District Seven
Chamblee

DATE: April 18, 2005

BAL
Bryant Poole, Metro District Engineer

Leg Pirkle, Assistant Director of Preconstruction

SUBJECT: Concept Report Review

Attached is the concept report of the referenced project for your review and further handling in accordance with the Plan Development Process.

If you have any questions or comments, please contact Jon Griffith, P.E., or Chris Woods at (404) 463-4947, District Seven Preconstruction.

Attachment

MAL:WSL:jdg

cc: Joe Palladi
Harvey Keepler
Keith Golden
David Mulling
Paul Liles
Jamie Simpson
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven
PROJECT CONCEPT REPORT

Project Number:
STP-0004-00(451)
P.I. NO. 0004451
County: Dekalb

Clifton Road @ CSX Railroad


FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Prepared by:

DATE 4/20/05


Project Manager

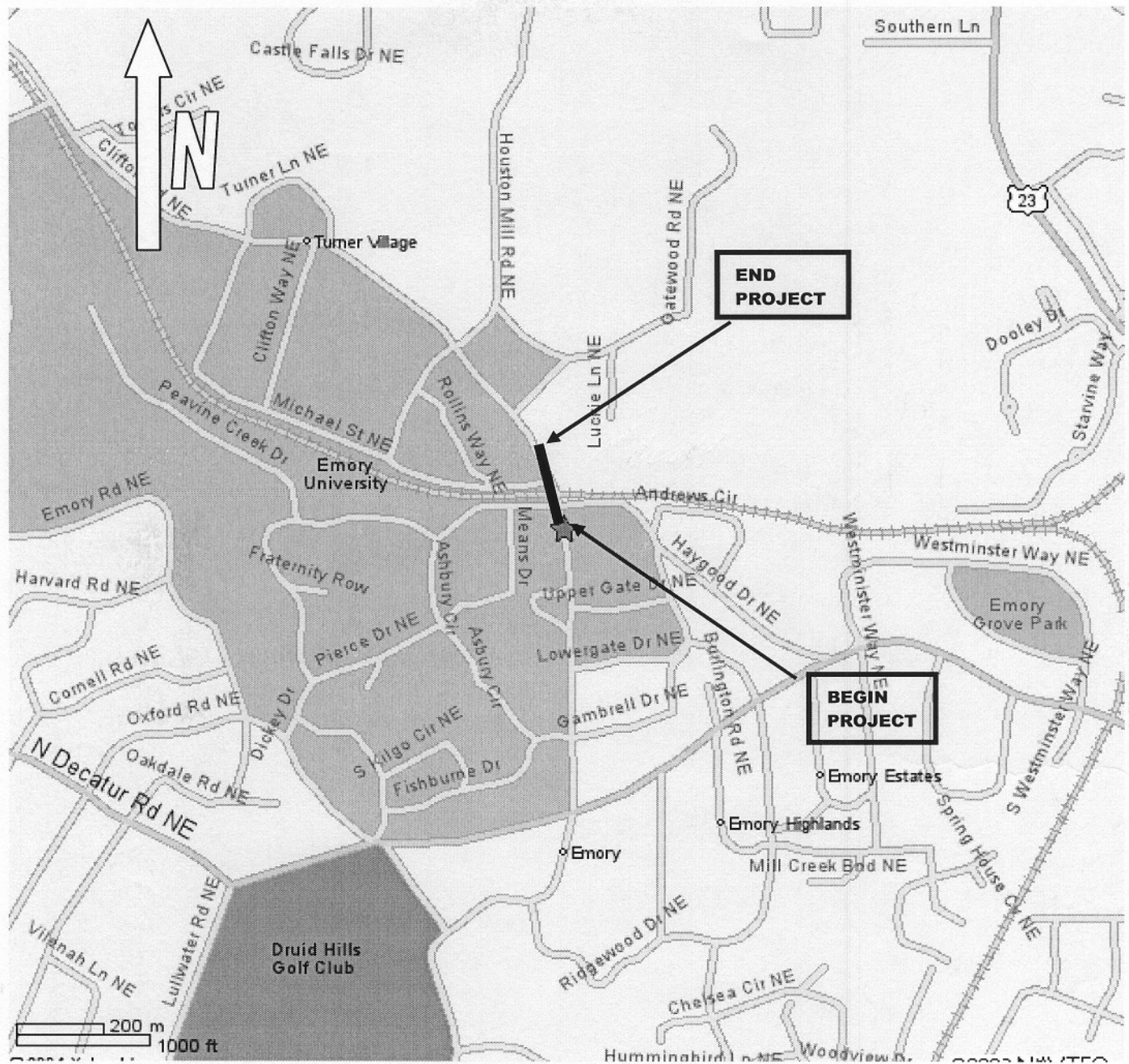
DATE 4/20/05


District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the RTP State Transportation Improvement Program (STIP).

_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ Financial Management Administrator
_____ DATE	_____ State Environmental / Location Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Safety and Design Engineer
_____ DATE	_____ State Bridge & Structural Design Engineer

PROJECT LOCATION MAP



Need and Purpose

The proposed project will replace the existing Clifton Road bridge over the two CSX Railroad tracks and construct a replacement bridge that would be long enough to accommodate the existing tracks and one additional track. The proposed additional track will allow one of the rail lines to be used as a commuter rail line for the proposed Atlanta to Athens commuter line. In addition to the proposed rail line, there will also be a 22-foot wide shared use path that will parallel the rail lines and pass under the proposed bridge.

Multi-modality

The proposed Clifton Road bridge over the CSX Transportation and other improvements in this area will create multi-modal opportunities that do not presently exist. CSX Transportation presently has one main rail line and one siding at the location of the Clifton Road bridge. The proposed bridge will be of sufficient length to accommodate a second main rail line. The existing CSX line can then be used for a future commuter rail line extending from Atlanta to Athens.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has approximately 80 regularly scheduled buses that include Clifton Road on the route between the Lindbergh station and the Edgewood-Candler Park station on weekdays. Ridership on this line during the week is in excess of 2,300 riders per day. In addition to the MARTA buses running on Clifton Road, four other MARTA routes come in contact with parts of the Emory campus.

MARTA riders will have several options after leaving a MARTA bus on Clifton Road. MARTA passengers can walk to their destinations on the Emory campus or the Centers for Disease Control or any number of agencies that are located nearby. Passengers will also have the opportunity to board one of Emory's shuttles to destinations on the campus and other destinations beyond the campus. Presently, more than 1,100 Emory University employees ride MARTA to work on the main campus of Emory University.

Emory University presently operates a shuttle system on the campus. This shuttle system moves students, faculty members, and employees from dorms and parking facilities to destinations on the Emory campus. The Emory shuttle operates four routes on the Emory campus. During the day shuttles arrive and depart at regular intervals ranging from every two minutes to every 20 minutes depending on the route. Additional shuttle routes include as destinations the Clairmont Road campus, the Oxford campus, the campus of the Georgia Institute of Technology, Grady Memorial Hospital, Crawford Long Hospital, the Decatur MARTA station, and Lenox Square Mall. Ridership on the Emory shuttle system exceeds 2,475,000 riders per year.

One of the components of the proposed bridge project will be the construction of a shared use path that will parallel the rail lines and pass under the proposed bridge. The use of this path by the shuttle system will reduce the number of shuttles traveling on Clifton Road and consequently reduce congestion. Emory is gradually converting the shuttle fleet to alternative fuel vehicles to reduce pollution on the campus.

In addition to the shuttle service on campus, Emory supports and subsidizes vanpools and carpools for employees. Preferential parking is available as an incentive to organized vanpools or regular carpools. Employees are encouraged to use the shuttle system once they have reached the campus.

It is important to Emory University to be pedestrian and cyclist friendly. The proposed bridge will have eight-foot wide sidewalks on both sides of the bridge to accommodate pedestrians. Clifton Road has sidewalks on both sides of the road and sidewalks connect all parts of the Emory campus. A short distance west of Clifton Road there is an existing pedestrian bridge for north-south pedestrian traffic over the CSX facilities. The proposed shared use path under the proposed bridge will be striped for pedestrian and bicycle traffic as well as for the shuttle. This path will eliminate the need for pedestrians and cyclists to cross Clifton Road as they pass under the road. The proposed bridge will be wide enough to accommodate a four-foot wide bicycle lane in each direction.

Emory University encourages programs for pedestrians and cyclists and has provided ample bike racks throughout the campus so bikes can be properly secured. The Emory University Alternative Transportation program has developed a map for cyclists showing the suitability of roads for cycling in the area of the Emory campus and beyond. Because of the high volume of traffic and the lack of bicycle lanes, Clifton Road south of the CSX bridge is rated as moderately difficult for cyclists and the portion of Clifton Road north of the bridge is rated as most difficult. The side streets on the campus are rated as the easiest routes for cyclists.

Emory University supports registered users of alternative transportation with a "Guaranteed Ride Home." In the event a MARTA rider, vanpooler, carpooler cannot avail themselves to their regular mode of commuting, they will be provided with a ride home. Emory estimates that their alternative transportation program saves the space of one parking deck each day.

Safety

The average daily traffic (ADT) on Clifton Road in the area of the proposed bridge over the CSX facilities was approximately 35,000 vehicles per day in 2002. When ADT exceeds 18,000 vehicles per day, the Georgia Department of Transportation recommends a median of some type to reduce the occurrence of head-on collisions and opposite-direction sideswipe accidents. The existing bridge does not have a median. The proposed bridge would have a five-foot wide median to separate traffic traveling in opposite directions. This will reduce the opportunities for head-on and opposite direction sideswipe accidents.

The shared use path for the shuttle, pedestrians, and bicyclists will be a safer environment for all three user groups. The shuttle will not mix with the traffic on Clifton Road and will be less likely to be involved in accidents with other vehicles. Having a dedicated lane for pedestrian and bicycles will be safer than having to mix with vehicular traffic to cross Clifton Road.

Operational Efficiency

The proposed shared use path will let the Emory shuttle pass below the Clifton Road bridge. This will eliminate the need for the shuttle to negotiate the Clifton Road intersections with Asbury Circle and Haygood Drive. This will contribute to some improved efficiency. However, since no capacity additions are planned at the intersection of Clifton Road at Asbury Circle and Haygood Drive, improvements will be more qualitative than quantitative.

At the proposed build-out of the project, which was assumed to be 2006, the intersection of Clifton Road with Asbury Circle / Haygood Drive, delays in the Level of Service (LOS) D range are projected. LOS D corresponds to controlled delays between 35 and 55 second per vehicle. This is within the acceptable range of delays according to Highway Capacity Manual methodology and also meets DeKalb County's operating standards.

Clearance Standards

The vertical clearance between the railroad and the existing bridge is 21 feet 3 inches (21.25 feet). CSX Transportation's current standard for clearance is 23 feet. The proposed replacement bridge over the railroad will meet the current CSX standard for clearance. CSX Transportation has agreed to the proposed 23 feet of clearance between the rails and the bridge. As a result of the increased clearance, the bridge length will be increased.

Logical Termini

The logical termini for the proposed bridge on Clifton Road will be where the bridge approach on the south and north side of the bridge meet the existing grade. The southern termini of the proposed project will be approximately 500 feet south of the center of the existing bridge. The northern termini of the proposed project will be approximately 400 feet north of the center of the existing bridge.

Other Projects in the Area

As part of their long-term plans for development, Emory University has a master plan for the entire length of Clifton Road. The proposed improvements to the road include a raised median from North Decatur Road to Briarcliff Road. Four-foot wide bike lanes on both sides of the road are planned for this length of Clifton Road. Wider sidewalks will extend along both sides of Clifton Road in the future. The Clifton Road bridge over South Fork Peachtree Creek will also be widened to accommodate the median, bike lanes, and the sidewalks. MARTA bus stops will be designed to remove stopped buses from the outside traffic lanes in each direction.

Existing Bridge Conditions

The existing Clifton Road bridge over the CSX Railroad was constructed in 1962 and has never been reconstructed. The bridge is 99 feet long and has a deck width of 60 feet that include two lanes in each direction, a left turn lane onto Haygood Road, and five-foot sidewalks on each side. The bridge has a sufficiency rating of 62.7. The bridge does not have a median or bicycle lanes. The existing clearance between the CSX tracks and the bridge is 21 feet, 3 inches (21.25 feet). CSX's current clearance standards are 23 feet.

Description of the proposed project: The Clifton Road Intersection Improvement Project STP-0004-00(451) consists of designing a new bridge over the CSX Railroad and the realignment of Asbury Circle, Haygood Drive and Michael Street. The bridge has a total width of 90'-5" with five 11 ft. wide lanes, two 8 ft. wide sidewalks, two 5 ft. bike lanes and a 5 ft. raised concrete median. The new bridge will be lengthened to accommodate a future third track and allow for the construction of a new 22 foot wide multi-use road that will parallel the rail line and pass under the proposed bridge. The multi-use roadway will eliminate the need for the Emory shuttle bus to negotiate the Clifton Road intersection with Asbury Circle and Haygood Drive. As a consequence, the shared use path for the shuttles, pedestrians and bicyclists will provide efficiency and safety at these two intersections. The total length of this project is 0.17 miles.

To maintain traffic during construction a detour bridge will be needed. The detour bridge will be a five lane undivided bridge with left turn lanes and a centerline located approximately 80 feet to the west of the centerline of the existing Clifton Road bridge. Once the detour bridge is constructed and in operation, the existing bridge will be removed and the construction of the mainline bridge will begin. Once the mainline bridge is completed the detour bridge will be dismantled and removed.

Is the project located in a Non-attainment area? X Yes No.

The Clifton Road bridge replacement project conforms to the RTP and TIP by including ROW reservation for a Commuter rail track to Athens and a roadway exclusively dedicated for Emory University's electric campus circulator shuttle bus fleet. These two components of the project will provide significant improvement in meeting regional air quality goals.

PDP Classification: Major Minor X

Federal Oversight: Full Oversight ☐, Exempt ☒, State Funded ☐, or Other ☐

Functional Classification: Urban Collector

U. S. Route Number(s): N/A **State Route Number(s):** N/A **County Route Number(s):** N/A

Traffic (AADT): Base Year: (2006) 42218 Design Year: (2026) 63348

Existing design features:

- Typical Section: Four – 12 ft. lanes with sidewalks
- Posted speed 25 mph
- Maximum grade:
 - Clifton Road :..... 3%
 - Asbury Circle :..... 10%
 - Haygood Drive :..... 10%
 - Michael Street : 10%
- Width of right of way: 70 ft to 95 ft.
- Major structures: Clifton Road Bridge over CSX Railroad 60' x 48' Sufficiency Rating = 62

- Major interchanges or intersections along the project: Asbury Circle and Haygood Drive
- Existing length of roadway segment: 0.17 miles

Proposed Design Features:

- Proposed typical section (4 – 11 ft. through lanes with 20 ft. raised landscaped median (including an 11 ft. turn lane). 5 ft. bike lanes, conc. header curb and a 6 ft. sidewalk.
- Design Speed Clifton Road: 25 mph
- Proposed Maximum grade Mainline: 3.7 %
- Maximum grade allowable: 7 %
- Proposed Maximum grade Side Street: 9.7 %
- Maximum grade allowable: 15 %
- Proposed Maximum grade driveway: 15 %
- Proposed Minimum radius: 1320
- Minimum radius allowable: 665
- Right of way
 - Width: 100 ft.
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of parcels: 4 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges – Bridge over CSX Railroad to be replaced.
 - Detour bridge – Detour bridge over CSX Railroad west of Clifton Road
 - Retaining walls: Retaining walls will required for Shuttle Drive construction
- Traffic control during construction: Detour bridge to be constructed west side of Clifton Road.
- Haygood Drive and Asbury Circle will be temporarily closed during construction.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances – Use of 11ft lanes (Departmental guidelines)
- Use of 5ft median on bridge
- Environmental concerns: None expected
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (no),
 - Categorical exclusion, (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ☐.
- Utility involvements: Georgia Power ,Atlanta Gas , Bell South

Project responsibilities:

- Design, Emory University
- Right of Way Acquisition, Dekalb County
- Relocation of Utilities, Dekalb County
- Letting to contract, GDOT
- Supervision of construction, GDOT.
- Providing material pits, N/A.
- Providing Detour, GDOT.

Coordination

- Concept meeting date: May 21, 2004. Meeting minutes attached.
- P. A. R. meetings, dates and results:
- FEMA, USCG, and/or TVA:).
- Public involvement: To be determined
- Local government comments:
- Other projects in the area: None
- Railroad coordination with CSX Railroad is to be maintained throughout the life of the project

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: (9.5) Months.
- Time to complete preliminary construction plans: (7) Months.
- Time to complete right of way plans: (1) Months.
- Time to complete the Section 404 Permit: (N/A) Months.
- Time to complete final construction plans: (7) Months.
- Time to purchase right of way: (6) Months.
- List other major items that will affect the project schedule: _N/A_ Months.

Other Alternates Considered:

1. The proposed Concept Plan is the preferred alternative for improving traffic flow and providing pedestrian safety.

No-Build Alternative

Under the No Action Alternative, the Georgia Department of Transportation and DeKalb County would not replace the existing Clifton Road bridge over the CSX Transportation facilities and opportunities for multi-

modality at this location would not occur. Space would not be available under the bridge for a commuter rail line or a shared use path for shuttles, pedestrians, and bicyclists. Without the shared use path, the shuttle would continue to be in the traffic mix on Clifton Road and add to the congestion, particularly at the intersections of Clifton Road with Haygood Drive and Asbury Circle. Pedestrians and bicyclist would continue to cross Clifton Road. With no median separating traffic traveling in opposite directions on the Clifton Road bridge, opportunities for head-on and opposite direction sideswipe accidents would not be mitigated. The vertical clearance between the rails and the bridge would remain at 21 feet 3 inches rather than the current standard for vertical clearance of 23 feet.

Comments:

Attachments:

1. Concept Team Meeting Minutes
2. Project Layout
3. Typical sections
4. Accident summaries
5. Capacity analysis
6. Traffic Diagrams
7. Bridge inventory
8. Concept Report Rating Form
9. Schedule
10. Notice of Location and Design Approval
11. Cost Estimates:
 - a. Construction including E&C
 - b. Utilities
 - c. Right of Way



MEETING MINUTES

Meeting Date: May 21, 2004
Location: GDOT District 7 Office
Subject: Concept Team Meeting
Project Name: Clifton Road Improvements
Project No.: STP-004-00(451)
P.I. No. 0004451

Minutes prepared by: Franco DeMarco, P.E.

Meeting Participants: See Attached

The purpose of this meeting was to discuss the Clifton Road Concept Report/Design.

Mr. Marshall Troupe with GDOT opened the meeting and introduced Brian Bolick with URS Corporation who described the project to everyone present. After this description of the project Mr. Troupe requested questions and/or comments from the attendees which are summarized as follows:

Mr. Mike Lobdell (GDOT) stated the Need and Purpose of the report needs to be edited to emphasize the improved traffic and pedestrian movement, reduce the information regarding future passenger rail, and update Emory shuttle service information.

Mr. George Brown (BellSouth) stated he currently has 3,300 copper lines and 250 fiber lines on the existing bridge. These lines serve all the hospitals as well as the CDC. Operation much be maintained throughout construction.

Mr. John Little (DeKalb County Water and Sewer Dept.) stated he has an 8-inch water line on the existing bridge as well as a 12-inch or 16-inch water main on the east side of the existing bridge. However, he was not certain if that line was going to be impacted with the new construction. He said he would furnish information regarding these lines.

Ms. Donna Via (Georgia Power) stated that there are existing overhead lines as well as the duct bank bridge over the CSX railroad parallel to the existing Clifton Road bridge. The large duct bank serves all the hospitals and is the major feed to the CDC. To avoid moving the duct bank, one option discussed was to construct the new bridge around the duct bank. However, this option would create other design problems and result in impacts to Lullwater Forest.

The need for the median break at the Eggleston Children's Hospital (sta 120 + 50) was questioned. It was pointed out by Emory and URS that the driveway was an emergency entrance and that, ultimately, only emergency vehicles were to use the median break.



GDOT recommended a wider sidewalk along Clifton Road by narrowing the median. Jennifer Fabrick (Emory) agreed to widening the sidewalk but wants to keep the median the same width. URS pointed out that additional right-of-way would be required from Emory. Emory will review the sidewalk width issue and coordinate with URS.

URS is to revise the Concept Report according to the mark-up furnished by GDOT.

GDOT is to provide L&D notice to URS.

It was stated in the meeting that the new bridge will be long enough to provide for a future third track as required by CSX Railroad.

Right-of-way plans are to be approved by GDOT.

No one had comments on the schedule provided in the Concept Report.

Georgia Power is to be reimbursed for the relocation. They will identify and provide all reimbursement costs to GDOT and URS.

These minutes were prepared based upon the notes and recollection of the author. Any corrections or additions should be brought to his immediate attention.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CTM Clifton Rd @ CSX RR STP-0004-00(451)

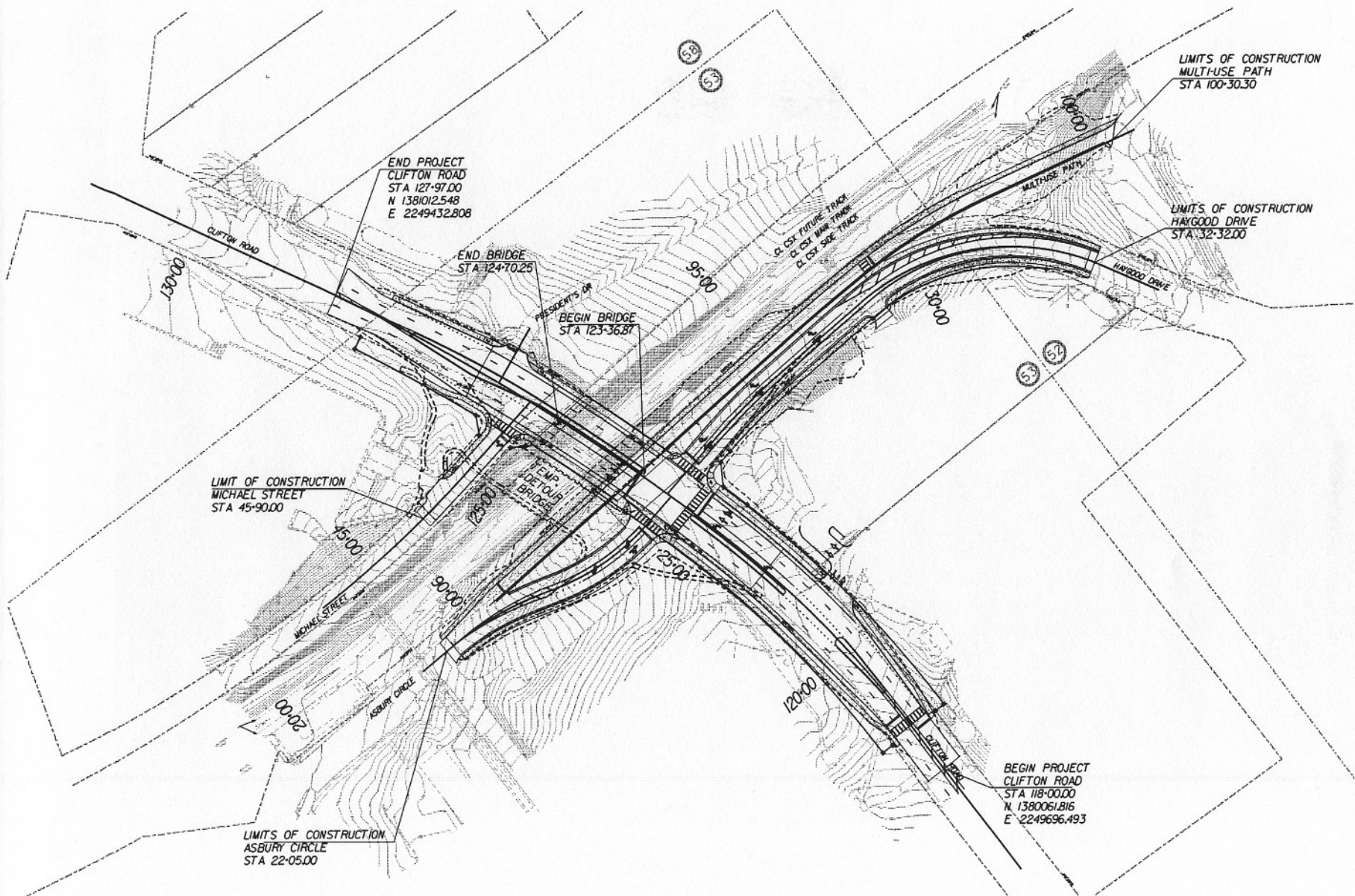
LOCATION: D7 Precast Conf Room 0004451

DATE: 5-21-04

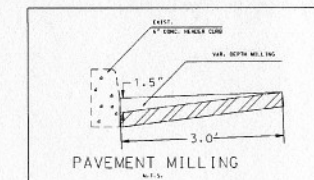
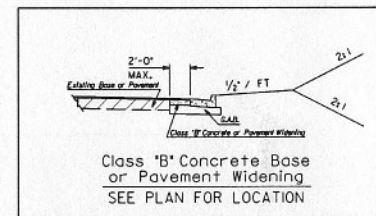
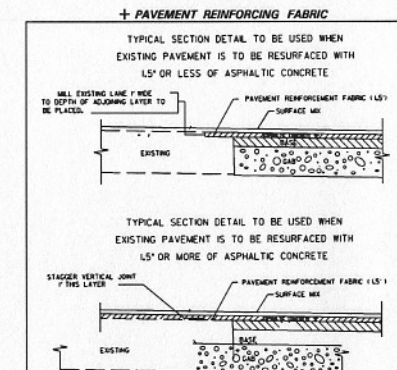
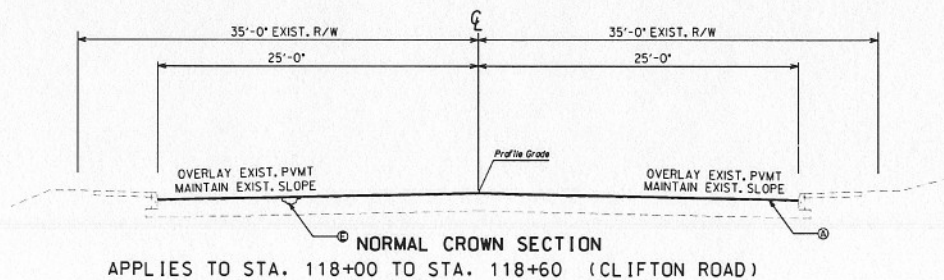
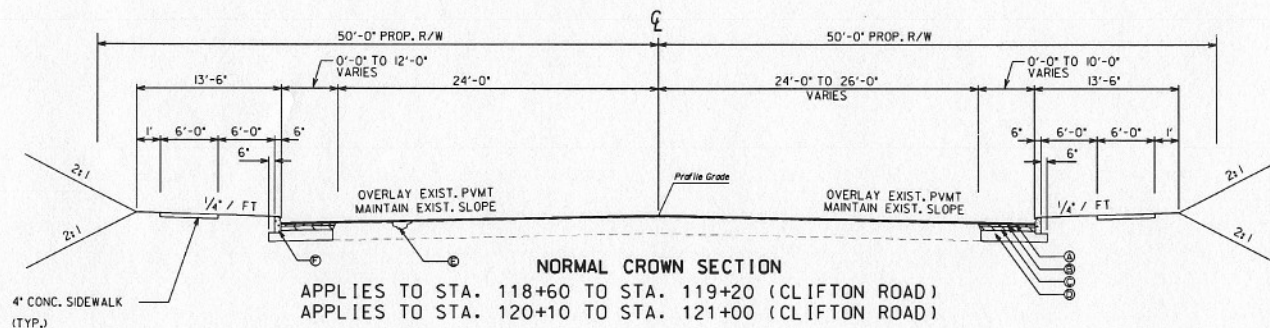
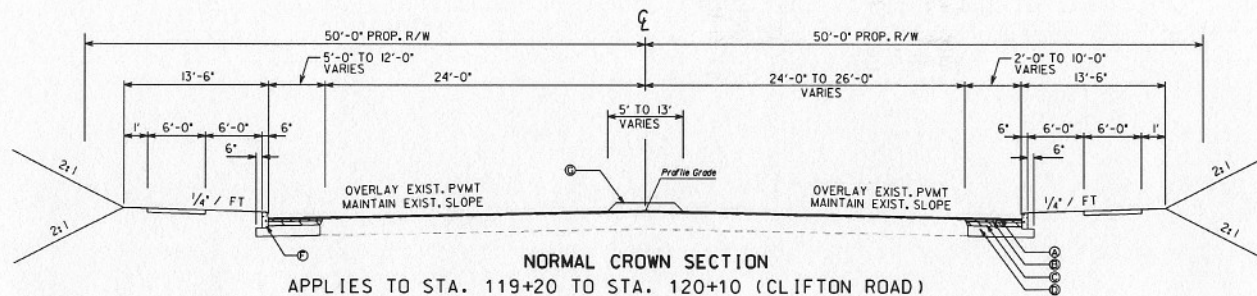
HOUR: 10:00

MODERATOR: _____

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	Marshall Troup	GDOT	7-986-1050
2.	FRANCO DELLARCO	URS	678-808-8807
3.	BOB HASCALL	EMORY	404 727-7499
4.	Jen Fabrick	Emory	404 727-1593
5.	Al Herzog	Emory	404-727-7478
6.	James Johnson	Emory	404-727-2162
7.	BRIAN BOLICK	URS	678-808-8808
8.	Ram Black	DOT	770-986-1555
9.	JOHN GURBAL	DEK CO	4-508-3660
10.	Jimmy Powell	Emory	4-727-0230
11.	John Little	DeKalb Co. Water & Sewer	7-621-7256
12.	Wade Woodard	GDOT-D7 Utility	7-986-1090
13.	Mike Lobdell	GDOT-D7 Precast	7/986-1050
14.	Zanda Montgomery	GDOT	770-986-1050
15.	Josh Sotsky	GDOT	404-840-9074
16.	GEORGE C Blown	Bell/South	770-493-3734
17.	MICHAEL Cauman	GDOT	770 986 1050
18.	Jon Griffith	GDOT	770-986-1050
19.	Lisa Favors	GDOT	(4)699-6883
20.	Robert Crawford	GDOT-D7 Precast	770-986-1050
	Patreece Keeter	DeKalb Co	404 508 3681
REMARKS:	David Pelton	DeKalb Co.	404-508-3623
	DONNA VIA	GA PWR	770-426-6182



**PROJECT LAYOUT
(N.T.S)**



NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

- REQUIRED PAVEMENT**
- ① 135 LB/SQ YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
 - ② 220 LB/SQ YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
 - ③ 440 LB/SQ YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
 - ④ 10" GRADED AGGREGATE BASE
 - ⑤ ASPHALT LEVELING
 - ⑥ TP. 2 CONC. HEADER CURB, GA. STD 9032-B
 - ⑦ 6" DOWELED CONC. MEDIAN WITH TP. 7 FACE, GA. STD 9032-B

PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 R/W AND LIMIT OF ACCESS
 EXISTING R/W LINE

URS
 400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, N.E., SUITE 900
 ATLANTA, GEORGIA 30328
 TEL: (678) 808-8800 FAX: (678) 808-8400

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 7

TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

DRAWING NO.
 5-01

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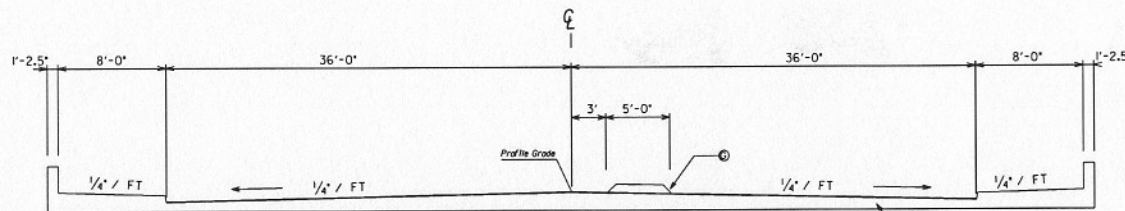
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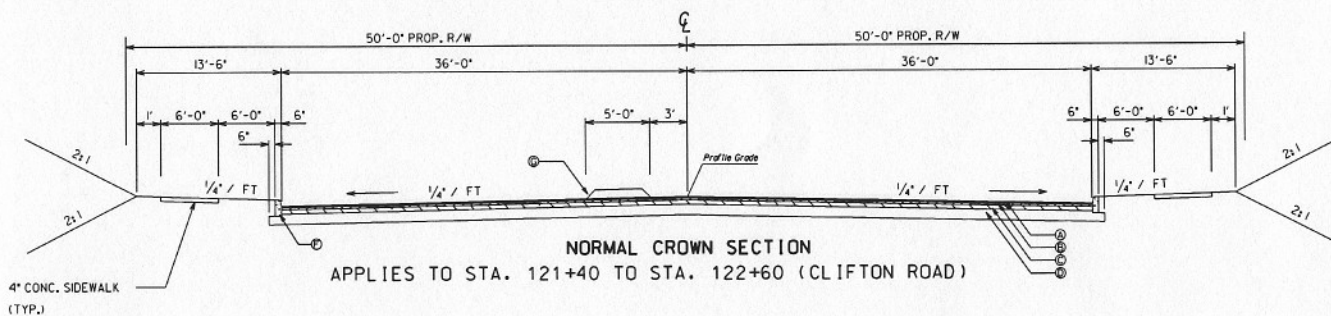
COUNTY
DEKALB

PROJECT NUMBER
STP-0004-0014511

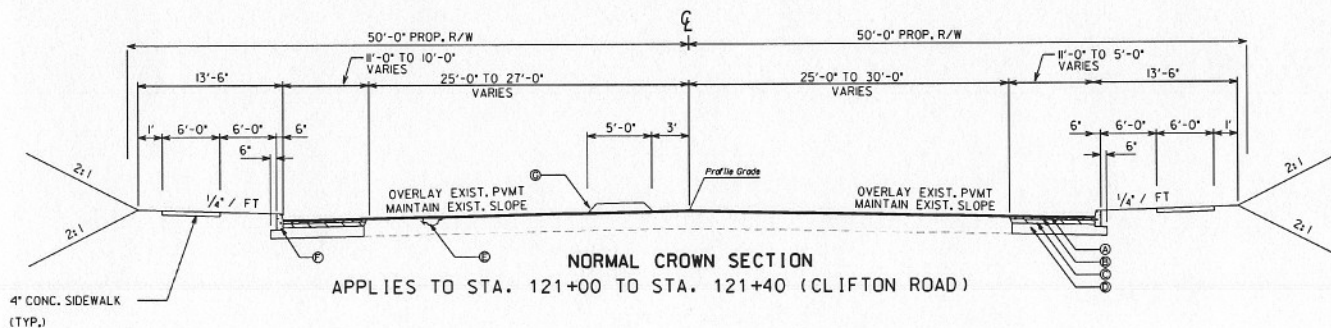
SHEET NO. TOTAL SHEETS



NORMAL CROWN SECTION (BRIDGE)
APPLIES TO STA. 123+37 TO STA. 124+70 (CLIFTON ROAD)



NORMAL CROWN SECTION
APPLIES TO STA. 121+40 TO STA. 122+60 (CLIFTON ROAD)



NORMAL CROWN SECTION
APPLIES TO STA. 121+00 TO STA. 121+40 (CLIFTON ROAD)

NOTE: In excavated areas 2'-0" or less in width between the existing paving and new curb and gutter, Class "B" concrete will be replaced in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening."

In excavated areas from 2'-0" to 5'-0" in width, the contractor may place Class "B" concrete in lieu of the base and paving specified. In these areas, payment will not be made for Class "B" concrete but will be made of the prices bid for the base and paving quantities otherwise required.

In excavated areas greater than 5'-0" in width, the contractor shall place base and paving as specified on the typical section.

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

REQUIRED PAVEMENT

- ① 135 LB/SQ YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
- ② 220 LB/SQ YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
- ③ 440 LB/SQ YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
- ④ 10" GRADED AGGREGATE BASE
- ⑤ ASPHALT LEVELING
- ⑥ TP. 2 CONC. HEADER CURB, GA. STD 9032-B
- ⑦ 6" DOWELED CONC. MEDIAN WITH TP. 7 FACE, GA. STD 9032-B
- ⑧ CONC. BRIDGE SLAB (SEE BRIDGE PLANS FOR DETAILS)

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

URS

400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

5-02

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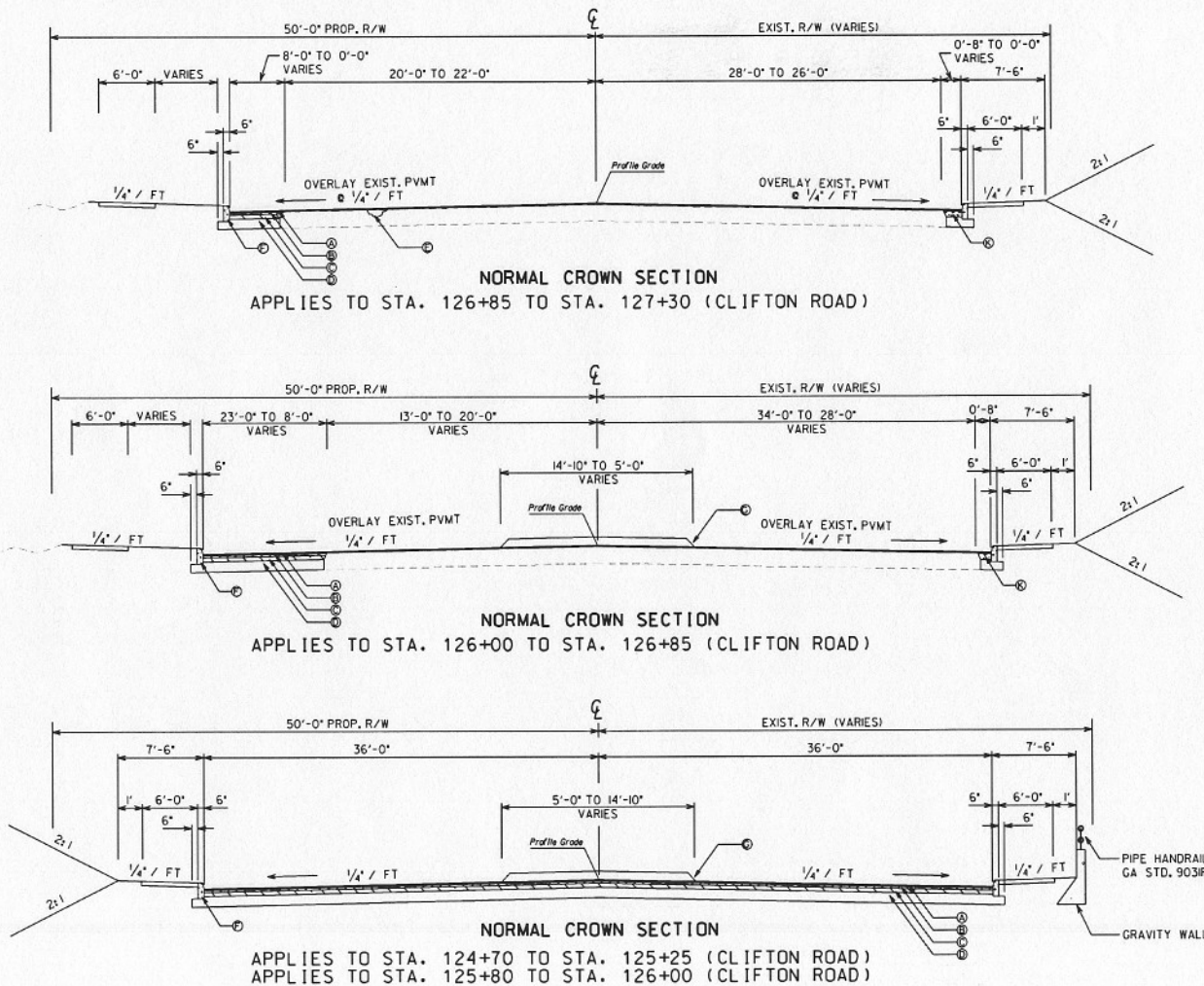
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COUNTY
DEKALB

PROJECT NUMBER
STP-0004-001(511)

SHEET NO. TOTAL SHEETS
1 1



NOTE: In excavated areas 2'-0" or less in width between the existing paving and new curb and gutter, Class "B" concrete will be replaced in lieu of the base and paving specified in these areas. Payment will be made under "Class B Concrete Base and Pavement Widening."

In excavated areas from 2'-0" to 5'-0" in width, the contractor may place Class "B" concrete in lieu of the base and paving specified in these areas. Payment will not be made for Class "B" concrete but will be made at the prices bid for the base and paving quantities otherwise required.

In excavated areas greater than 5'-0" in width, the contractor shall place base and paving as specified on the typical section.

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

REQUIRED PAVEMENT

- ① 135 LB/SQ YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
- ② 220 LB/SQ YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
- ③ 440 LB/SQ YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
- ④ 10" GRADED AGGREGATE BASE
- ⑤ ASPHALT LEVELING
- ⑥ TP. 2 CONC. HEADER CURB, GA. STD 9032-B
- ⑦ 6" DOWELED CONC. MEDIAN WITH TP. 7 FACE, GA. STD 9032-B
- ⑧ CONC. BRIDGE SLAB (SEE BRIDGE PLANS FOR DETAILS)
- ⑨ CLASS B CONC. BASE OR PVMT. WIDENING

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE

URS

400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

NOT TO SCALE

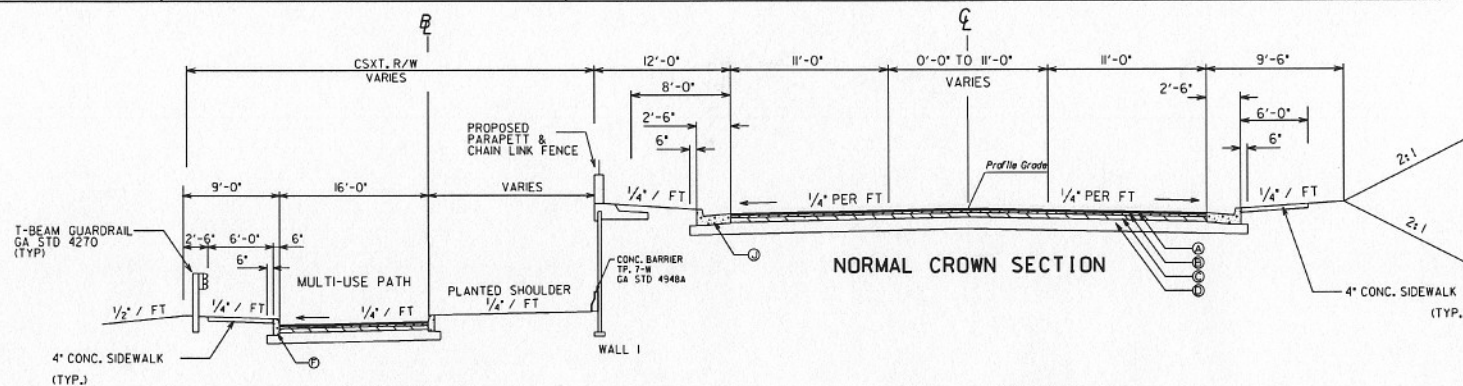
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

TYPICAL SECTIONS

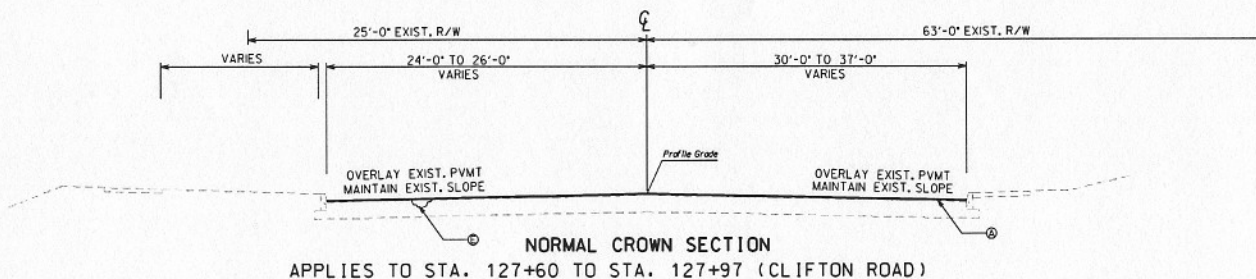
CLIFTON ROAD IMPROVEMENTS

5-03

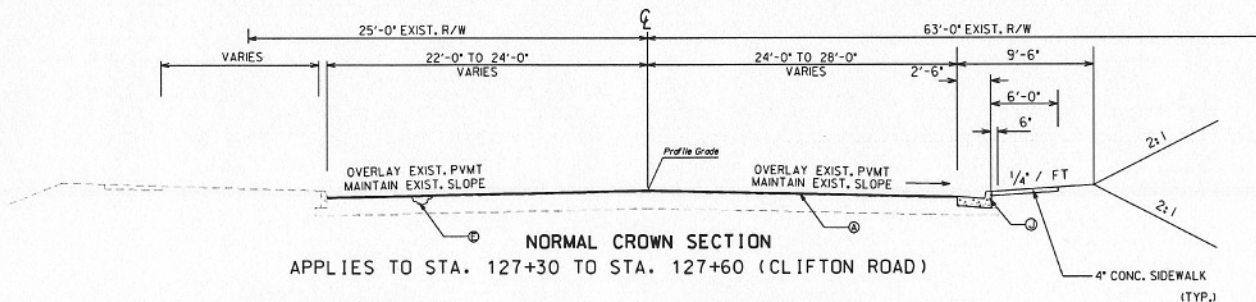


APPLIES TO
 STA. 91+00 TO STA. 92+20 (MULTI-USE PATH)
 STA. 93+40 TO STA. 96+00 (MULTI-USE PATH)

APPLIES TO
 STA. 22+05 TO STA. 25+10 (ASBURY CIRCLE)
 STA. 26+10 TO STA. 28+70 (HAYGOOD DRIVE)



APPLIES TO STA. 127+60 TO STA. 127+97 (CLIFTON ROAD)



APPLIES TO STA. 127+30 TO STA. 127+60 (CLIFTON ROAD)

NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

REQUIRED PAVEMENT

- ① 135 LB/50 YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
- ② 220 LB/50 YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
- ③ 440 LB/50 YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
- ④ 10" GRADED AGGREGATE BASE
- ⑤ ASPHALT LEVELING
- ⑥ TP. 2 CONC. HEADER CURB, GA. STD 9032-B
- ⑦ 6" DOWELED CONC. MEDIAN WITH TP. 7 FACE, GA. STD 9032-B
- ⑧ 8"x30" CONC. CURB AND GUTTER, TP 2 FACE, GA. STD 9032-B

PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 R/W AND LIMIT OF ACCESS
 EXISTING R/W LINE

URS

400 NORTHPARK TOWN CENTER
 1000 ABERNATHY ROAD, N.E., SUITE 900
 ATLANTA, GEORGIA 30328
 TEL: (678) 808-8800 FAX: (678) 808-8400

NOT TO SCALE

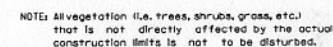
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 7

TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

DRAWING NO.
 5-04



REQUIRED PAVEMENT

- ④ 135 LB/50 YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
- ⑤ 220 LB/50 YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
- ⑥ 440 LB/50 YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
- ⑦ 10" GRADED AGGREGATE BASE
- ⑧ ASPHALT LEVELING
- ⑨ TP, 2 CONC. HEADER CURB, GA. STD 9032-B
- ⑩ 6" DOWELED CONC. MEDIAN WITH STD. 7 FACE, GA. STD 9032-B

TANGENT SECTION

APPLIES TO STA. 45+00 TO STA. 46+60 (MICHAEL STREET)

TANGENT SECTION

APPLIES TO STA. 50+30 TO STA. 52+50 (PRESIDENT'S DRIVE)

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BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
R/W AND LIMIT OF ACCESS
EXISTING R/W LINE
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400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

NOT TO SCALE

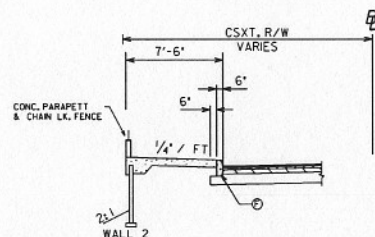
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

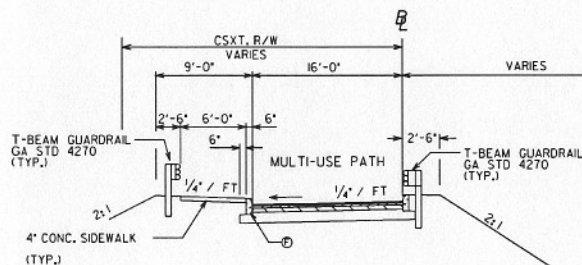
TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

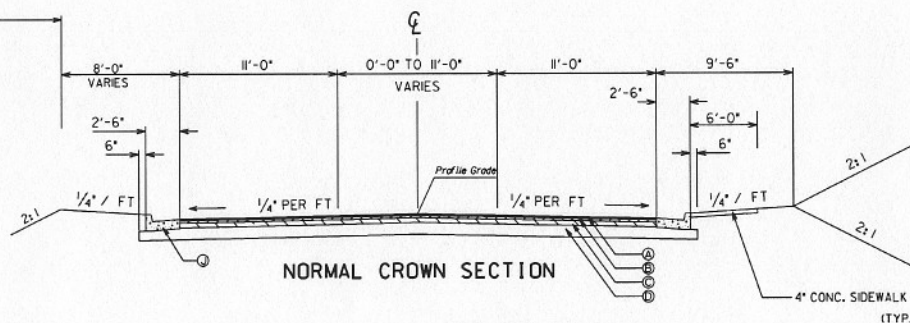
DRAWING NO.
5-4



WALL 2 DETAIL
 SEE PLANS FOR LOCATIONS



APPLIES TO
 STA. 96+00 TO STA. 100+20 (MULTI-USE PATH)



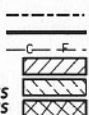
APPLIES TO
 STA. 28+70 TO STA. 32+30 (HAYGOOD DRIVE)

NOTES: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

REQUIRED PAVEMENT

- ① 135 LB/SQ YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
- ② 220 LB/SQ YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
- ③ 440 LB/SQ YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
- ④ 10" GRADED AGGREGATE BASE
- ⑤ ASPHALT LEVELING
- ⑥ TP. 2 CONC. HEADER CURB, GA. STD 9032-B
- ⑦ 8"x30" CONC. CURB AND GUTTER, TP 2 FACE, GA. STD 9032-B

PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 R/W AND LIMIT OF ACCESS
 EXISTING R/W LINE

URS

400 NORTH PARK TOWN CENTER
 1000 ABERNATHY ROAD, N.E., SUITE 900
 ATLANTA, GEORGIA 30328
 TEL: (678) 808-8800 FAX: (678) 808-8400

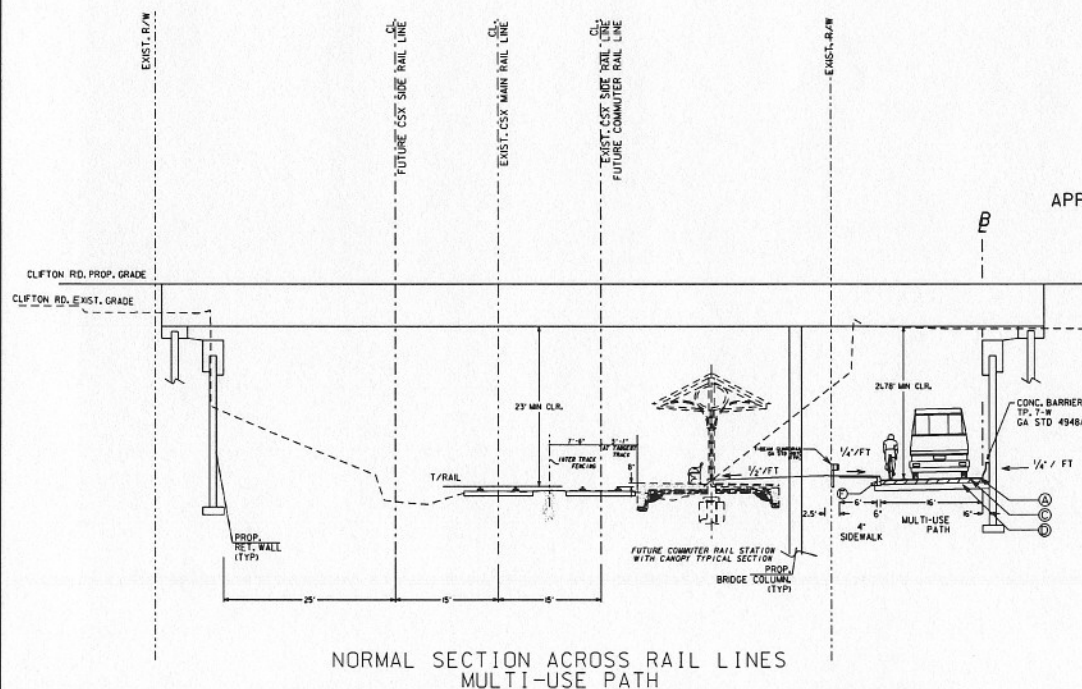
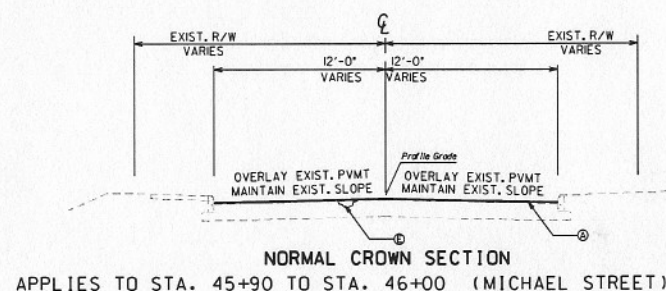
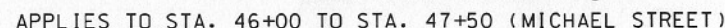
REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 7

TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

DRAWING NO.
 5-05



NOTE: All vegetation (i.e. trees, shrubs, grass, etc.) that is not directly affected by the actual construction limits is not to be disturbed.

REQUIRED PAVEMENT

- REQUIRED PAVEMENT
- (A) 135 LB/SQ YD - ASPH. CONC. 9.5 mm SUPERPAVE (MDL "B")
 - (B) 220 LB/SQ YD - ASPH. CONC. 19.0 mm SUPERPAVE (MDL "B")
 - (C) 440 LB/SQ YD - ASPH. CONC. 25.0 mm SUPERPAVE (MDL "B")
 - (D) 10" GRADED AGGREGATE BASE
 - (E) ASPHALT LEVELING
 - (F) TP. 2 CONC. HEADER CURB. GA. STD 9032-B

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS              --- ---
R/W AND LIMIT OF ACCESS      --- ---
EXISTING R/W LINE            --- ---
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URS

400 NORTH PARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 808-8800 FAX: (678) 808-8400

REVISION DATES

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

TYPICAL SECTIONS

CLIFTON ROAD IMPROVEMENTS

DRAWING NO.
5-06

ACCIDENT CASE # LISTING



From Jan-1999 through Dec- 1999

CASE #	DATE	PRIMARY LOCATION	SECONDARY LOCATION	ACCIDENT TYPE
99-020905	1/15/99	CLIFTON RD	HAYGOOD DR	TURNING MOVEMENT
99-026504	1/19/99	CLIFTON RD	HAYGOOD DR	REAR END
99-030508	1/22/99	CLIFTON RD	HAYGOOD DR	REAR END
99-040864	1/29/99	CLIFTON RD	HAYGOOD DR	REAR END
99-141229	4/8/99	CLIFTON RD	HAYGOOD DR	TURNING MOVEMENT
99-150022	4/14/99	CLIFTON RD	HAYGOOD DR	REAR END
99-161759	4/21/99	CLIFTON RD	HAYGOOD DR	REAR END
99-210673	5/24/99	CLIFTON RD	HAYGOOD DR	REAR END
99-290389	7/15/99	CLIFTON RD	HAYGOOD DR	ANGLE - INTERSECT
99-356508	8/26/99	CLIFTON RD	HAYGOOD DR	REAR END
99-356510	8/26/99	CLIFTON RD	HAYGOOD DR	REAR END
99-453204	10/29/99	CLIFTON RD	HAYGOOD DR	REAR END
99-464711	11/5/99	CLIFTON RD	HAYGOOD DR	HEAD - ON

ACCIDENT CASE # LISTING

From Jan-2001 through Dec- 2001



CASE #	DATE	PRIMARY LOCATION	SECONDARY LOCATION	ACCIDENT TYPE
01-006706	1/16/01	CLIFTON RD	HAYGOOD DR	REAR END
01-024359	2/23/01	CLIFTON RD	HAYGOOD DR	REAR END
01-024388	2/23/01	CLIFTON RD	HAYGOOD DR	TURNING MOVEMENT
01-032059	3/12/01	CLIFTON RD	HAYGOOD DR	OTHER
01-034914	3/18/01	CLIFTON RD	HAYGOOD DR	SIDESWIPE-OPPOSITE DIR
01-081672	6/25/01	CLIFTON RD	HAYGOOD DR	SIDESWIPE

ACCIDENT CASE # LISTING

From Jan-2000 through Dec- 2004



CASE #	DATE	PRIMARY LOCATION	SECONDARY LOCATION	ACCIDENT TYPE
00-009637	1/17/00	CLIFTON RD	HAYGOOD DR	ANGLE - INTERSECT
00-063845	4/27/00	CLIFTON RD	HAYGOOD DR	PEDESTRIAN
01-006706	1/16/01	CLIFTON RD	HAYGOOD DR	REAR END
01-024359	2/23/01	CLIFTON RD	HAYGOOD DR	REAR END
01-024388	2/23/01	CLIFTON RD	HAYGOOD DR	TURNING MOVEMENT
01-032059	3/12/01	CLIFTON RD	HAYGOOD DR	OTHER
01-034914	3/18/01	CLIFTON RD	HAYGOOD DR	SIDESWIPE-OPPOSITE DIR
01-081672	6/25/01	CLIFTON RD	HAYGOOD DR	SIDESWIPE
01-140967	10/28/01	CLIFTON RD	HAYGOOD DR	ANGLE - INTERSECT
01-150693	11/18/01	CLIFTON RD	HAYGOOD DR	REAR END
02-027566	3/4/02	CLIFTON RD	HAYGOOD DR	REAR END
02-041435	4/4/02	CLIFTON RD	HAYGOOD DR	ANGLE - INTERSECT
03-035461	3/19/03	CLIFTON RD	HAYGOOD DR	SIDESWIPE
03-043178	4/4/03	CLIFTON RD	HAYGOOD DR	REAR END
03-047988	4/14/03	CLIFTON RD	HAYGOOD DR	SIDESWIPE

(Report not
Available)

ACCIDENT CASE # LISTING























From Jan-2000 through Dec- 2004

CASE #	DATE	PRIMARY LOCATION	SECONDARY LOCATION	ACCIDENT TYPE
00-003043	1/19/00	ASBURY CIR	CLIFTON RD	PEDESTRIAN
00-013725	1/24/00	ASBURY CIR	CLIFTON RD	REAR END
00-024598	2/12/00	ASBURY CIR	CLIFTON RD	TURNING MOVEMENT
00-031476	2/25/00	ASBURY CIR	CLIFTON RD	SIDESWIPE
00-041029	3/14/00	ASBURY CIR	CLIFTON RD	SIDESWIPE
00-046104	3/23/00	ASBURY CIR	CLIFTON RD	REAR END
00-055177	4/10/00	ASBURY CIR	CLIFTON RD	ANGLE - INTERSECT
00-065936	5/1/00	ASBURY CIR	CLIFTON RD	REAR END
01-039411	3/28/01	ASBURY CIR	CLIFTON RD	REAR END
01-055617	5/1/01	ASBURY CIR	CLIFTON RD	REAR END
01-086373	7/5/01	ASBURY CIR	CLIFTON RD	REAR END
01-112210	9/18/01	ASBURY CIR	CLIFTON RD	REAR END
01-115425	9/3/01	ASBURY CIR	CLIFTON RD	REAR END
03-008508	1/20/03	ASBURY CIR	CLIFTON RD	OTHER

HCM Signalized Intersection Capacity Analysis 3: Asbury Road & Clifton Road

Existing AM
11/16/2004

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.95		1.00	0.88		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1777		1770	1633		1770	3530		1770	3435	
Flt Permitted	0.20	1.00		0.71	1.00		0.21	1.00		0.17	1.00	
Satd. Flow (perm)	370	1777		1319	1633		392	3530		324	3435	
Volume (vph)	72	48	21	56	82	377	32	667	12	208	686	168
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	52	23	61	89	410	35	725	13	226	746	183
Lane Group Flow (vph)	78	75	0	61	499	0	35	738	0	226	929	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	27.9	24.7		26.3	23.9		20.6	19.0		30.9	25.3	
Effective Green, g (s)	27.9	24.7		26.3	23.9		20.6	19.0		30.9	25.3	
Actuated g/C Ratio	0.40	0.35		0.38	0.34		0.29	0.27		0.44	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	211	627		511	558		147	958		306	1242	
v/s Ratio Prot	c0.02	0.04		0.00	c0.31		0.01	0.21		c0.08	c0.27	
v/s Ratio Perm	0.13			0.04			0.06			0.24		
v/c Ratio	0.37	0.12		0.12	0.89		0.24	0.77		0.74	0.75	
Uniform Delay, d1	14.9	15.3		14.1	21.9		18.1	23.5		14.5	19.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.1		0.1	16.7		0.8	6.0		9.0	4.1	
Delay (s)	16.0	15.4		14.2	38.5		18.9	29.4		23.4	23.7	
Level of Service	B	B		B	D		B	C		C	C	
Approach Delay (s)		15.7			35.9			29.0			23.7	
Approach LOS		B			D			C			C	
Intersection Summary												
HCM Average Control Delay			27.3			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			80.6%			ICU Level of Service			D			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 3: Asbury Road & Clifton Road

EXISTING PM
11/16/2004



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.89		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1746		1770	1658		1770	3522		1770	3462	
Flt Permitted	0.22	1.00		0.63	1.00		0.14	1.00		0.23	1.00	
Satd. Flow (perm)	410	1746		1167	1658		254	3522		434	3462	
Volume (vph)	245	112	81	53	79	217	38	577	19	312	1030	175
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	266	122	88	58	86	236	41	627	21	339	1120	190
Lane Group Flow (vph)	266	210	0	58	322	0	41	648	0	339	1310	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	34.7	27.5		23.9	20.7		31.7	29.3		47.3	40.9	
Effective Green, g (s)	34.7	27.5		23.9	20.7		31.7	29.3		47.3	40.9	
Actuated g/C Ratio	0.39	0.31		0.27	0.23		0.35	0.33		0.53	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	309	534		331	381		130	1147		436	1573	
v/s Ratio Prot	c0.10	0.12		0.01	0.19		0.01	0.18		c0.12	c0.38	
v/s Ratio Perm	c0.24			0.04			0.10			0.29		
v/c Ratio	0.86	0.39		0.18	0.85		0.32	0.56		0.78	0.83	
Uniform Delay, d1	21.7	24.7		25.1	33.1		20.7	25.1		14.6	21.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	21.0	0.5		0.3	15.7		1.4	2.0		8.5	5.3	
Delay (s)	42.6	25.1		25.3	48.8		22.1	27.1		23.0	26.9	
Level of Service	D	C		C	D		C	C		C	C	
Approach Delay (s)		34.9			45.2			26.8			26.1	
Approach LOS		C			D			C			C	

Intersection Summary												
HCM Average Control Delay		29.8		HCM Level of Service				C				
HCM Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		90.0		Sum of lost time (s)				8.0				
Intersection Capacity Utilization		87.5%		ICU Level of Service				D				
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Asbury Road & Clifton Road

No Build 2006 AM
11/16/2004























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	↰↱	→	↰	↰↱	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.88		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1779		1770	1633		1770	3530		1770	3435	
Flt Permitted	0.14	1.00		0.70	1.00		0.15	1.00		0.13	1.00	
Satd. Flow (perm)	268	1779		1305	1633		284	3530		247	3435	
Volume (vph)	84	56	24	65	96	439	37	777	14	242	799	196
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	61	26	71	104	477	40	845	15	263	868	213
Lane Group Flow (vph)	91	87	0	71	581	0	40	860	0	263	1081	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	36.9	33.7		36.9	33.7		28.6	26.2		41.1	34.7	
Effective Green, g (s)	36.9	33.7		36.9	33.7		28.6	26.2		41.1	34.7	
Actuated g/C Ratio	0.41	0.37		0.41	0.37		0.32	0.29		0.46	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	163	666		552	611		130	1028		297	1324	
v/s Ratio Prot	c0.02	0.05		0.00	c0.36		0.01	0.24		c0.11	0.31	
v/s Ratio Perm	0.21			0.05			0.09			c0.30		
v/c Ratio	0.56	0.13		0.13	0.95		0.31	0.84		0.89	0.82	
Uniform Delay, d1	19.8	18.5		16.3	27.3		22.4	29.9		20.5	24.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.25	0.92	
Incremental Delay, d2	4.1	0.1		0.1	24.8		1.3	8.1		24.2	5.3	
Delay (s)	23.9	18.6		16.4	52.1		23.8	38.0		49.8	28.1	
Level of Service	C	B		B	D		C	D		D	C	
Approach Delay (s)		21.3			48.2			37.3			32.3	
Approach LOS		C			D			D			C	

Intersection Summary

HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	E
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Asbury Road & Clifton Road

No Build 2006 PM
11/16/2004

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.94		1.00	0.89		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1746		1770	1658		1770	3522		1770	3462	
Flt Permitted	0.15	1.00		0.61	1.00		0.13	1.00		0.15	1.00	
Satd. Flow (perm)	278	1746		1131	1658		251	3522		279	3462	
Volume (vph)	286	131	94	62	92	253	44	672	22	364	1200	204
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	311	142	102	67	100	275	48	730	24	396	1304	222
Lane Group Flow (vph)	311	244	0	67	375	0	48	754	0	396	1526	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	39.8	32.6		26.0	22.8		32.9	29.7		52.2	45.0	
Effective Green, g (s)	39.8	32.6		26.0	22.8		32.9	29.7		52.2	45.0	
Actuated g/C Ratio	0.40	0.33		0.26	0.23		0.33	0.30		0.52	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	305	569		315	378		131	1046		421	1558	
v/s Ratio Prot	c0.13	0.14		0.01	0.23		0.01	0.21		c0.17	c0.44	
v/s Ratio Perm	c0.27			0.05			0.11			0.32		
v/c Ratio	1.02	0.43		0.21	0.99		0.37	0.72		0.94	0.98	
Uniform Delay, d1	26.4	26.4		28.5	38.5		26.4	31.4		25.0	27.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	56.7	0.5		0.3	44.0		1.7	4.3		29.2	18.4	
Delay (s)	83.1	26.9		28.8	82.5		28.1	35.7		54.3	45.5	
Level of Service	F	C		C	F		C	D		D	D	
Approach Delay (s)		58.4			74.4			35.3			47.3	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM Average Control Delay			49.6			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			99.2%			ICU Level of Service			E			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis 3: Asbury Road & Clifton Road

BUILD 2006 AM
11/16/2004























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.96		1.00	0.88		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1779		1770	1633		1770	3530		1770	3435	
Flt Permitted	0.14	1.00		0.70	1.00		0.15	1.00		0.13	1.00	
Satd. Flow (perm)	268	1779		1305	1633		284	3530		247	3435	
Volume (vph)	84	56	24	65	96	439	37	777	14	242	799	196
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	61	26	71	104	477	40	845	15	263	868	213
Lane Group Flow (vph)	91	87	0	71	581	0	40	860	0	263	1081	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	36.9	33.7		36.9	33.7		28.6	26.2		41.1	34.7	
Effective Green, g (s)	36.9	33.7		36.9	33.7		28.6	26.2		41.1	34.7	
Actuated g/C Ratio	0.41	0.37		0.41	0.37		0.32	0.29		0.46	0.39	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	163	666		552	611		130	1028		297	1324	
v/s Ratio Prot	c0.02	0.05		0.00	c0.36		0.01	0.24		c0.11	0.31	
v/s Ratio Perm	0.21			0.05			0.09			c0.30		
v/c Ratio	0.56	0.13		0.13	0.95		0.31	0.84		0.89	0.82	
Uniform Delay, d1	19.8	18.5		16.3	27.3		22.4	29.9		20.5	24.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	0.1		0.1	24.8		1.3	8.1		25.4	5.7	
Delay (s)	23.9	18.6		16.4	52.1		23.8	38.0		45.9	30.5	
Level of Service	C	B		B	D		C	D		D	C	
Approach Delay (s)		21.3			48.2			37.3			33.5	
Approach LOS		C			D			D			C	

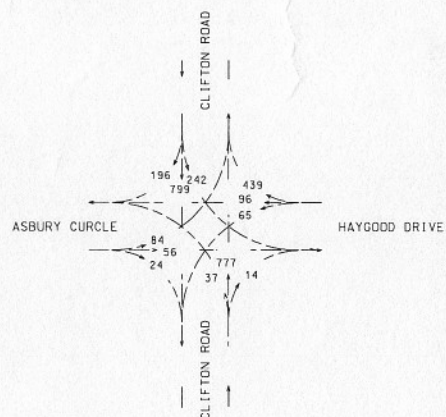
Intersection Summary

HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	E
c Critical Lane Group			

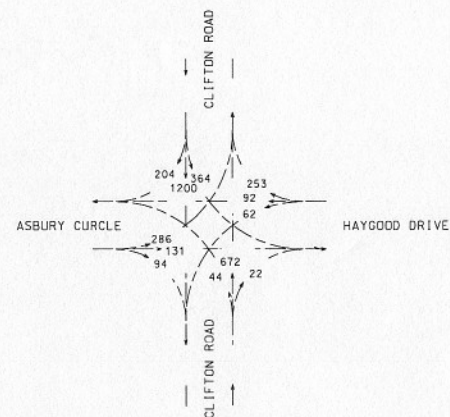
HCM Signalized Intersection Capacity Analysis 3: Asbury Road & Clifton Road

BUILD 2006 PM
11/16/2004

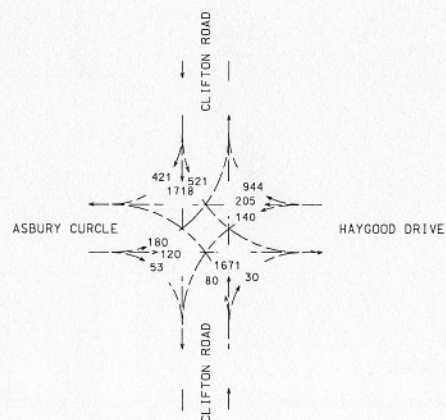
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Flt	1.00	0.94		1.00	0.89		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1746		1770	1658		1770	3522		1770	3462	
Flt Permitted	0.15	1.00		0.61	1.00		0.13	1.00		0.15	1.00	
Satd. Flow (perm)	278	1746		1131	1658		251	3522		279	3462	
Volume (vph)	286	131	94	62	92	253	44	672	22	364	1200	204
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	311	142	102	67	100	275	48	730	24	396	1304	222
Lane Group Flow (vph)	311	244	0	67	375	0	48	754	0	396	1526	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	39.8	32.6		26.0	22.8		32.9	29.7		52.2	45.0	
Effective Green, g (s)	39.8	32.6		26.0	22.8		32.9	29.7		52.2	45.0	
Actuated g/C Ratio	0.40	0.33		0.26	0.23		0.33	0.30		0.52	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	305	569		315	378		131	1046		421	1558	
v/s Ratio Prot	c0.13	0.14		0.01	0.23		0.01	0.21		c0.17	c0.44	
v/s Ratio Perm	c0.27			0.05			0.11			0.32		
v/c Ratio	1.02	0.43		0.21	0.99		0.37	0.72		0.94	0.98	
Uniform Delay, d1	26.4	26.4		28.5	38.5		26.4	31.4		25.0	27.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	56.7	0.5		0.3	44.0		1.7	4.3		29.2	18.4	
Delay (s)	83.1	26.9		28.8	82.5		28.1	35.7		54.3	45.5	
Level of Service	F	C		C	F		C	D		D	D	
Approach Delay (s)		58.4			74.4			35.3			47.3	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM Average Control Delay		49.6					HCM Level of Service			D		
HCM Volume to Capacity ratio		0.96										
Actuated Cycle Length (s)		100.0					Sum of lost time (s)			8.0		
Intersection Capacity Utilization		99.2%					ICU Level of Service			E		
c Critical Lane Group												



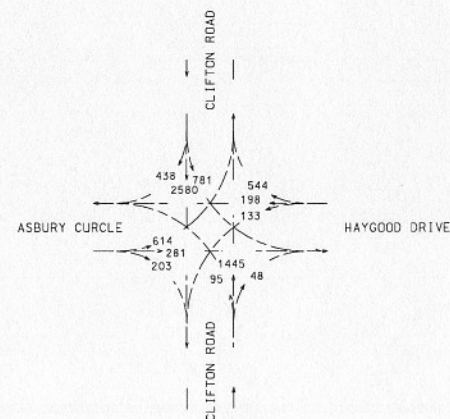
2006 AM PEAK



2006 PM PEAK



2026 AM PEAK



2026 PM PEAK

PROPERTY AND EXISTING R/W LINE -
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

```

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS              ---000---999
R/W AND LIMIT OF ACCESS      ---10---11---
EXISTING R/W LINE            ---   ---

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URS

400 NORTHPARK TOWN CENTER
1000 ADERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TEL: (678) 509-8800 FAX: (678) 505-3400

A horizontal number line is shown with the title "SCALE IN FEET" centered above it. The line has four points marked with labels: G, 2G, 4G, and R. The segment between G and 2G is shaded black, and the segment between 2G and 4G is shaded gray. The segment between 4G and R is unshaded.

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 7

TRAFFIC DIAGRAMS

CLIFTON ROAD IMPROVEMENTS

DRAWING NO.
10

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0170-0

DeKalb County

SUFF. RATING: 62.7

Location & Geography

* Structure I.D. No.: 089-0170-0
 200 Bridge Information: 07

* 6A Feature Int.: ~~CRK RAILROAD~~
 * 6B Critical Bridge: *
 * 7A Route Number Carried: CR01285
 * 7B Facility Carried: CLIFTON ROAD
 * 9 Location: 5 MIN OF DECATUR ROAD
 2 DOT District: 7
 207 Year Photo: 1998

* 91 Inspection Frequency: 24 Date: 09/26/2000
 92A Fract Crit Insp Freq: 0 00 Date: 0000
 92B Underwater Insp Freq: 0 00 Date: 0000
 92C Other Spc. Insp Freq: 0 00 Date: 0000

* 4 Place Code: 22052

* 5 Inventory Route (O/U): 1
 Type: 5
 Designator: 1
 Number: 09198
 Direction: 0

* 16 Latitude: 33-47.5
 * 17 Longitude: 84-19.2

98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000

* 100 Defense Highway: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 264 Road Inventory Mile Post: 001.16

* 208 Inspection Area: 07 Initials: DAS

* Location I.D. No: 089-09198M-000-50N
 * XReferen I.D. No: 000-000000-030.000

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 19
 * 204 Federal Route Type: M No: 09198
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0.00
 218 Datum: 0
 * 19 Bypass Length: 1
 * 20 Toll: 3
 * 21 Maintenance: 04
 * 22 Owner: 04
 * 31 Design Load: 2
 37 Historical Significance: 5
 205 Congressional District: 04
 * 27 Year Constructed: 1962
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: N
 213 Special Steel Design: 0
 267 Type of Paint: 1

* 42 Type Service On: 5
 Under: 2

214 Movable Bridge: 00
 203 Type Bridge: Z-O-M-O
 259 Pile Encasement: 3

* 43 Structure Type Main: 3 02
 45 No. Spans Main: 003
 44 Structure Type Appr: 0 0
 46 No. Spans Appr: 0000
 226 Bridge Curve Horiz: 0 Vert: 1
 111 Pier Protection: 0
 107 Deck Structure Type: 1

108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

223 Expansion Joint Type: 02
 242 Deck Drain: 0

243 Parapet Location: 0
 Height: 0
 Width: 0

238 Curb: 1.0 1
 239 Handrail: 7 7
 * 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
 Width: 0

* 230 Guardrail Loc Dir Rear: 0
 Fwd: 0
 Oppo Dir Rear: 0
 Fwd: 0

244 Approach Slab: 3
 224 Retaining Wall: 0

233 Posted Speed Limit: 25
 236 Warning Sign: 0
 234 Delinicator: 0
 235 Hazard Boards: 0

237 Utilities Gas: 22
 Water: 31
 Electric: 00
 Telephone: 22
 Sewer: 00

247 Lighting Street: 0
 Navigation: 0
 Aerial: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-0170-0

DeKalb County

SUFF. RATING: 62.7

Programming Data

201 Project No: UNKNOWN
202 Plans Available: 0
249 Prop. Proj No:
250 Approval Status: 0000
251 P.I. No: 000000
252 Contract Date: 0000
260 Seismic No: 00000
75 Type Work: 000
94 Bridge Imp. Cost: \$0
95 Roadway Imp. Cost: \$0
96 Total Imp. Cost: \$0
76 Imp. Length: 000000
97 Imp. Year: 0000
114 Future ADT: 015000 Year: 2019

Hydraulic Data

215 Waterway Data
Highwater Elev: 0000.0 Year: 0000
Flood Elev: 0000.0 Freq: 00
Avg. Streambed Elev: 0000.0
Drainage Area: 00000
Area of Opening: 000000
113 Scour Critical: N
216 Water Depth: 00.0 Br Height: 00.0
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No Barrels: 0
Width: 0.0
Height: 0.0
Length: 0
Apron: 0
* 265 U/W Imp. Area: 0 Diver: ZZZ
* Location I.D. No: 089-09198M-000.50N
* XReferen I.D. No: 000-000000-000.000

Measurements

* 29 ADT: 010000 Year: 1999
109 % Trucks: 6
* 28 Lanes On: 05 Under: 00
210 No. Trucks On: 00 Under: 02
* 48 Max. Span Length: 0047
* 49 Structure Length: 99
51 Br. Rwy. Width: 48.0
52 Deck Width: 60.0
* 47 Tot. Horiz. Cl: 48.0
50 Curb/Side Walk Width: 7.0/5.0
32 Approach Rdwy Width: 048
* 229 Slider Width:
Rear Lt: 1.5 Type: 1 Rt: 6.0
Fwd Lt: 1.5 Type: 1 Rt: 1.5
Pavement Width:
Rear: 48.0 Type: 2
Fwd: 48.0 Type: 2
Intersection Rear: 1 Fwd: 1
36 Safety Features Br. Rail: 2
Transition: 0
App. G. Rail: 0
App. Rail End: 0
53 Minimum Cl. Over: 99'99"
Under: R 21'03"
* 228 Min. Vert. Cl:
Act. Odm. Dir: 99'99"
Oppo. Dir: 99'99"
Posted Odm. Dir: 00'00"
Oppo. Dir: 00'00"
55 Lateral Undercl. Rt: R 11.0
56 Lateral Undercl. Lt: 0.0
* 10 Max Min Vert Cl: 99'99" Dir: 0
39 Nav Vert Cl: 000 Horiz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 6.0
Deck Thick Approach: 0.0
246 Overlay Thickness: 0.0
211 Tons Structural Steel: 0.0
212 Year Last Painted: Sup: 1962 Sub: 0000

Ratings

66 Inventory Type: 2 Rating: 23
64 Operating Type: 2 Rating: 35
231 Calculated Loads
H-Modified: 16 0
HS-Modified: 25 0
Type 3: 21 0
Type 3s2: 33 0
Timber: 29 0
Piggyback: 00 0
261 H Inventory Rating: 15
262 H Operating Rating: 21
67 Structural Evaluation: 5
58 Deck Condition: 7
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 2
69 UnderClr. Horiz/Vert: 5
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Loads H-Modified: 00
HS-Modified: 00
Type 3: 00
Type 3S2: 00
Timber: 00
Piggyback: 00
253 Notification Date: 05/02/1996
253 Fed Notify Date: 0000 0

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
		Dekalb		0004451	
Report Date: 4/14/2004				Concept By:	
				DOT Office:	
<input checked="" type="checkbox"/> Concept					
				Consultant: URS Corporation	
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major ? Minor	<input checked="" type="checkbox"/> Urban ? Rural	? ATMS <input checked="" type="checkbox"/> Bridge ? Building ? Interchange ? Intersection ? Interstate ? New Location ? Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS		SCORE		RESULTS	
<u>Presentation</u>					
<u>Judgement</u>					
<u>Environmental</u>					
<u>Right of Way</u>					
<u>Utility</u>					
<u>Constructability</u>					
<u>Schedule</u>					

Project Sc
Clifton Ro

ID	Task Name
1	Concept F
2	Conce
3	
4	Environm
5	Histor
6	Asses
7	EA Wi
8	Public
9	Final f
10	
11	Preliminar
12	Prelim
13	Detou
14	Main f
15	GDOT
16	
17	Right of W
18	Right r
19	
20	Final Cons
21	Final F
22	Final C
23	Final I
24	GDOT
25	Addre

Project: Clifton Roac
Date: Thu 4/14/05

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-0004-(415), DeKalb County

P. I. No. 0004451

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The Clifton Road Intersection Improvement Project STP-0004-00(451) consists of designing a new bridge over the CSX Railroad and the realignment of Asbury Circle, Haygood Drive and Michael Street. The bridge has a total width of 90'-5" with 5-11 ft. lanes, 8 ft. sidewalks, 5 ft. bike lanes and a 5 ft. raised concrete median. The new bridge will be lengthened to accommodate a future third track and allow for the construction of a new 22 foot wide multi-use road that will parallel the rail line and pass under the proposed bridge. The multi-use roadway will eliminate the need for the Emory shuttle bus to negotiate the Clifton Road intersection with Asbury Circle and Haygood Drive. As a consequence the multi-use path for the shuttle, pedestrians and bicyclists will provide efficiency and safety at these two intersections. The total length of this project is .17 miles.

To maintain traffic during construction a detour bridge will be needed. The detour bridge will be a five lane undivided bridge with left turn lanes and a centerline located approximately 80 feet to the west of the centerline of the existing Clifton Road bridge. Once the detour bridge is constructed and in operation, the existing bridge will be removed and the construction of the mainline bridge will begin. Once the mainline bridge is completed the detour bridge will be dismantled and removed.

This project lies entirely within land lot 53, 18th District of Dekalb County, Georgia.

Date of Location Design Approval: _____

May 16, 2005

Drawings or maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation (5025 New Peachtree Road, Chamblee, Georgia 30341). Or, any interested party may obtain a copy of the drawings or maps or plats by writing to the Georgia Department of Transportation, No. 2 Capitol Square, Atlanta, Georgia 30334 and paying a nominal cost therefore.

Any written request to this notice SHOULD include the PROJECT AND PI NUMBERS AS NOTED AT THE TOP OF THIS NOTICE AND may be referred to:

Thom Parker, Area Engineer
Georgia Department of Transportation
805 George Luther Drive
Decatur, Georgia 30032
E-mail: thom.parker@dot.state.ga.us
Phone: (404) 299-4389

Preliminary Construction Cost Estimate

Clifton Road Alternative 'F'

W / 5 Lane Detour Bridge
DeKalb County

Prepared By: URS Corp.
Date:1/13/2004

ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
151-1000	Engineering / Staking	1	LS	\$20,000.00	\$20,000.00
151-1000	Maintenance of Traffic	1	LS	\$250,000.00	\$250,000.00
161-1000	Erosion Control	1	LS	\$20,000.00	\$20,000.00
163-0010	Temporary Grassing	1	LS	\$10,000.00	\$10,000.00
163-0012	Temporary Mulch	1	LS	\$5,000.00	\$5,000.00
171-0030	Temp Silt Fence - Type C	4,400	LF	\$5.00	\$22,000.00
201-1000	Clear & Grub - Lump Sum	1	LS	\$150,000.00	\$150,000.00
210-0100	Grading Complete	1	LS	\$414,000.00	\$414,000.00
310-5080	Graded Aggregate Base Crs 8 in Incl. Matl.	4,064	SY	\$9.25	\$37,592.00
310-5100	Graded Aggregate Base Crs 10 in Incl. Matl.	5,825	SY	\$11.55	\$67,278.75
318-3000	Aggregate Surface Course	500	TON	\$18.00	\$9,000.00
400-1812	Asph. Conc. Leveling Incl. Bitum Matl & H Lime	100	TON	\$45.00	\$4,500.00
400-812	4" Asph Conc Base Gp 1 or 2 Incl Bitum Matl & H Lime	5,825	SY	\$11.00	\$64,075.00
400-8012	2" Asph Conc B Gp 1 or 2 Incl Bitum Matl & H Lime	9,880	SY	\$6.05	\$59,774.00
	3" Asph Conc B Gp 1 or 2 Incl Bitum Matl & H Lime	40,576	SY	\$6.00	\$243,456.00
400-8116	1 1/2" Asph. Conc. E Gp Incl. Bitum Matl & H Lime	13,014	SY	\$3.50	\$45,549.00
413-1000	Bitum. Tack Coat	4,000	GAL	\$1.50	\$6,000.00
441-0104	Concrete Sidewalk, 4 in	1,500	SY	\$28.00	\$42,000.00
441-0190	Wheelchair Ramp, 4 in	10	SY	\$400.00	\$4,000.00
441-0630	Concrete Headwall, 36 in	1	EA	\$750.00	\$750.00
441-4030	Concrete Valley Gutter, 8 in	1,000	SY	\$30.00	\$30,000.00
441-6222	Concrete Curb & Gutter, 8" x 30", Type 2	3,600	LF	\$16.00	\$57,600.00
550-1180	Storm Drain Pipe 18" H 1-10	200	LF	\$30.00	\$6,000.00
611-4001	Reconstruct Minor Drainage Structure	2	EA	\$1,200.00	\$2,400.00
611-8000	Adjust Catch Basin To Grade	2	EA	\$1,200.00	\$2,400.00
668-1100	Striping Complete	1	LS	\$17,000.00	\$17,000.00
668-1100	Catch Basin, Gp 1	6	EA	\$2,000.00	\$12,000.00
700-6001	Grassing Complete	1	LS	\$15,000.00	\$15,000.00
672-C025	Adjust MH to Grade	5	EA	\$800.00	\$4,000.00
671-0120	Adjust Exist Meter Box To Grade	8	EA	\$400.00	\$3,200.00
672-C155	Adjust Exist Valve Box to Grade in Pavement	1	EA	\$400.00	\$400.00
672-C475	Fire Hydrant	3	EA	\$1,600.00	\$4,800.00
	Detour Bridge (5 lanes)	1	LS	\$350,000.00	\$350,000.00
	Bridge	1	LS	\$1,000,000.00	\$1,000,000.00
	Remove Existing Bridge	1	LS	\$50,000.00	\$50,000.00
	Concrete Approach Slab	945	SY	\$55.00	\$51,975.00
	Traffic Signal	1	LS	\$100,000.00	\$100,000.00
	Pedestrian Signal @ CHOA	1	LS	\$75,000.00	\$75,000.00
	Light Standards	42	EA	\$6,000.00	\$252,000.00
	Signage, Lighting & Lane Control (Shuttle Road)	1	LS	\$50,000.00	\$50,000.00
	Emergency Lights	1	LS	\$25,000.00	\$25,000.00
	Building Demolition	1	LS	\$40,000.00	\$40,000.00
	Remove Detour Bridge	1	LS	\$40,000.00	\$40,000.00
	Landscaping	1	LS	\$200,000.00	\$200,000.00
	Reinforced Concrete Wall	4,600	SF	\$50.00	\$230,000.00

	Sub-Total	\$4,093,749.75
Contingency	20.00%	\$818,749.95
Total		\$4,912,499.70

Utilities

Utilities Complete	1	LS	\$200,000.00	\$200,000.00
Move Ga. Power Duct Bank	1	LS	\$1,000,000.00	\$1,000,000.00
			Sub-Total	\$1,200,000.00
			Contingency	20.00%
			Total	\$1,440,000.00

Right Of Way

Right of Way			Total	\$691,297.00
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven
PROJECT CONCEPT REPORT


Project Number:
STP-0004-00(451)
P.I. NO. 0004451
County: Dekalb

Clifton Road @ CSX Railroad

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Prepared by:

DATE 4/20/05



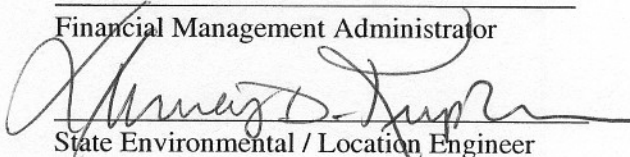
Project Manager

DATE 4/20/05



District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the RTP State Transportation Improvement Program (STIP).

_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ Financial Management Administrator
<u>5.2.05</u> DATE	 _____ State Environmental / Location Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Safety and Design Engineer
_____ DATE	_____ State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven
PROJECT CONCEPT REPORT

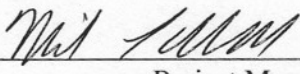
Project Number:
STP-0004-00(451)
P.I. NO. 0004451
County: Dekalb

Clifton Road @ CSX Railroad

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Prepared by:

DATE 4/20/05


Project Manager

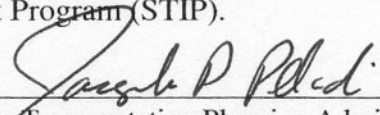
DATE 4/20/05


District Engineer

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5/2/05 *

DATE


State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

Subject to: 1.) Examine cost staging for utilities; would a wider bridge be needed for future traffic (63K in 2026); 2.) Can the "detour" become the final bridge location? 3.) multi use path - is it one way operations? what happens when conflicting movements (Buses in each direction / Bikes in both) occurs?; 4.) Team line on bridge may require lengthening since 2006 traffic has movements @ LOS F.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven
PROJECT CONCEPT REPORT

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P.I. NO. 0004451
County: Dekalb

Clifton Road @ CSX Railroad

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Prepared by:

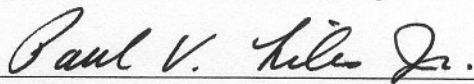
DATE 4/20/05


Project Manager

DATE 4/20/05


District Engineer

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_____ DATE	_____ Financial Management Administrator
_____ DATE	_____ State Environmental / Location Engineer
_____ DATE	_____ Project Review Engineer
_____ DATE	_____ State Traffic Safety and Design Engineer
<u>4/23/05</u> DATE	<u></u> State Bridge & Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
District Seven
PROJECT CONCEPT REPORT

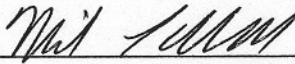
Project Number:
STP-0004-00(451)
P.I. NO. 0004451
County: Dekalb

Clifton Road @ CSX Railroad

**FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A**

Prepared by:

DATE 4/20/05


Project Manager

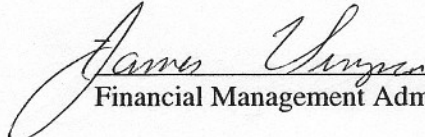
DATE 4/20/05


District Engineer

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DATE
5-3-05

DATE

State Transportation Planning Administrator


Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer